

Claims.

1-13. (canceled)

14.(previously presented) A connection according to claim 24, wherein the actuator is a motor.

15.(previously presented) A connection according to claim 24, wherein the actuator is connected to an impact sensor capable of identifying contact between the bodywork and a pedestrian.

16-20. (canceled)

21.(currently amended) A connection according to claim 32, wherein for use in a motor vehicle having bodywork adapted for receiving an impact, the motor vehicle comprising a side rail, fender linings comprising a bottom, and a structural part supporting the bodywork and comprising a top edge and a plurality of ends, the top edge situated near a zone of the bodywork that might be impacted by a head or hip of a pedestrian, and the ends extending beneath the bottom of the fender linings, the connection comprising a collapsible force-opposing member that enables the side rail to oppose a vertical force; and at least one fusible fastener securing each end of the structural part to the fender lining, and comprising the fusible fastener comprises an insert selected from the group consisting of an overmolded insert or a crimped insert.

22-23. (canceled)

24.(previously presented) A connection for use in a motor vehicle having bodywork adapted for receiving an impact, the motor vehicle comprising a plurality of side

rails and a structural part supporting the bodywork, the structural part comprising a top edge situated near a zone of the bodywork that might be impacted by a head or hip of a pedestrian, the connection comprising a collapsible force-opposing member that enables the side rail to oppose a vertical force and that comprises a finger mounted on each side rail, an actuator capable of moving the finger between an extended position in which the finger retains the structural part vertically, and a retracted position in which the structural part is released; and an actuator capable of moving the finger between an extended position in which the finger retains the structural part vertically and a retracted position in which the structural part is released.

25.(previously presented) A connection according to claim 24, wherein the motor vehicle comprises a front face and the front face comprises the structural part, and the structural part includes a cooling unit.

26-27.(canceled)

28.(previously presented) A connection for use in a motor vehicle having bodywork adapted for receiving an impact, the connection comprising a side rail and a structural part supporting the bodywork, the structural part comprising a top edge situated near a zone of the bodywork that might be impacted by a head or hip of a pedestrian, the connection comprising a collapsible force-opposing member that enables the side rail to oppose a vertical force, the force-opposing member comprising an insert embedded in the structural part and fixed to the side rail, the

insert adapted to split the structural part when subjected to vertical force above a predetermined threshold.

29.(previously presented) A connection according to claim 28, wherein the motor vehicle comprises a front face and the front face comprises the structural part, and the structural part includes a cooling unit.

30.(previously presented) A connection for use in a motor vehicle having bodywork adapted for receiving an impact, the connection comprising a side rail and a structural part supporting the bodywork, the structural part comprising a hood lock and a top edge situated near a zone of the bodywork that might be impacted by a head or hip of a pedestrian, the connection comprising a collapsible force-opposing member that enables the side rail to oppose a vertical force, and a sensor capable of releasing the hood lock when the bodywork impacts a pedestrian.

31.(previously presented) A connection according to claim 30, wherein the motor vehicle comprises a front face and the front face comprises the structural part, and the structural part includes a cooling unit.

32-33.(canceled)